

3. Minimum Sight Distance - In the interest of public safety, no less than the minimum applicable sight distance shall be provided. Vertical curves that connect each change in grade shall be provided and calculated using the following parameters. Sight distance provided for stopped vehicles at intersections should be in accordance with "A Policy on Geometric Design of Highways and Streets, 1984."

SIGHT DISTANCE				
Design Speed	30	40	50	60
Stopping Sight Distance				
Minimum (ft.)	200	275	400	525
Desirable Minimum (ft.)	200	325	475	650
Minimum K* Value for:				
Crest Curve	30	80	160	310
Sag Curve	40	70	110	160

(General practice calls for vertical curves to be multiples of 50 feet. Calculated lengths shall be rounded up in each case.)

\* K is a coefficient by which the algebraic difference in grade may be multiplied to determine the length in feet of the vertical curve which will provide the desired sight distance.

4. The "Superelevation Table" below shows the maximum degree of curve and related maximum superelevation for design speeds. The maximum rate of roadway superelevation (e) for rural roads with no curb and gutter is 0.08. The maximum rate of superelevation for urban streets with curb and gutter is 0.06, with 0.04 being desirable.

SUPERELEVATION TABLE			
Design Speed	Maximum e*	Minimum Radius ft.	Max. Deg. of Curve
30	0.04	302	19 00'
40	0.04	573	10 00'
50	0.04	955	6 00'
60	0.04	1,528	3 45'
30	0.06	273	21 00'
40	0.06	509	11 15'
50	0.06	849	6 45'
60	0.06	1,380	4 15'
30	0.08	252	22 45'
40	0.08	468	12 15'
50	0.08	764	7 30'
60	0.08	1,206	4 45'

e\* = rate of roadway superelevation, foot per foot